be the last to throw a damp upon any legitimate enterprise, or to cloud with prejudice and doubt the unknown, the unseen future. This generation has witnessed the mighty revolutions effected by steam in a few years. Where is the infidel who would venture to define the limit of improvement, the boundary of science? Is not the universe one vast storehouse of knowledge, in which we are one day after another making new and important discoveries. The greatest philosoper, in the midst of his brightest acquirements, can only adopt the sentiment of the immortal Newton, and say that he feels as a child upon the sea-shore throwing pebbles into the mighty ocean of truth that lies extended before him.—*Quarterly Review.*

RAILWAY JOTTINGS.

THERE are at present 5,997 men employed on the various works connected with the Lancaster and Carlisle line, which will be completed by the 1st of July next. The engineer says:—"Of the 6,000,000 cubic yards of earthwork, nearly 5,000,000 are completed, and the remaining quantity is divided into such numerous portions, that at no one point is there any difficulty with average weather. With regard to the masonry, it is equally forward. Of the ordinary bridges, five-sixths are nearly completed.——From the annual returns of railway statistics, drawn up by Mr. G. Greaves, of Liverpool, we learn that during the past five years 12,936,927 persons (equal to half the population of England) travelled on twenty-two lines of railways, and that the total of 1845 exceeded that of 1844 by nearly half a million of persons.——The *Leeds Mercury* gives the following particulars of the parliamentary costs already incurred in promoting unsuccessful projects in the district of the West Riding Union:

1844.—Leeds and Bradford Short Line	£10,500
Ledger Bridge and Cooper Bridge Line—promoted by the Manchester and Leeds Railway Company	20,000
1845.—West Riding Junction	65,000
West Yorkshire	45,000
Huddersfield, Halifax, and Bradford	2,500
	£143,000
1845-6.—West Riding Union (up to this time)	20,000
	£163,000

——One of the most voluminous parliamentary returns connected with railways has recently made its appearance, in the form of a catalogue of upwards of 540 folio pages, consisting of an alphabetical list of the names of all persons in Great Britain and Ireland who subscribed towards the railways of last session less than 2,000*l.*——Strange as it may appear, it is not the less strange than true, that a cargo of railway iron has lately been sent from France to Newport, Monmouthshire.——Railways have operated in many ways that the keenest foresight little anticipated; it is said that they are now causing a difficulty in obtaining recruits for the army, from the great demand for labour in the country districts, and the high wages given.——The tenders sent in for a temporary station, to be erected on the Eastern Union Line, in a field near Stoke Green meeting-house, were as follows;—

Mr. Oglevie	£1,740
— Whight (best Baltic) £1,738, (best red pine)	1,650
— Hearsum	1,618
— F. Mason	1,487
— Pettit	1,400
— Ribbans	1,390
— Baldiston	1,340

The lowest was accepted. The work is to be completed in six weeks.——The total gross receipts of the railways for the United Kingdom, for the year 1845, have been almost 6,650,000*l.*, shewing an increase of 1,100,000*l.*, or 20 per cent., over those of the year 1844; 1,800,000*l.*, or 37 per cent., over those of 1843; and 2,300,000*l.*, or 54 per cent., over those of 1842!——Surveyors, during the past week, have been at work in the neighbourhood of the Rolls' estate, in Chancery-lane, with reference to the proposed terminus in Farringdon-street.——The ordnance department, acting upon the suggestion of the British Association, have commenced a series of geological maps of all the existing railways, on a scale of 6 inches to a mile.——The first turf of the Taff Vale, a branch of the North Devon line, was cut on Pentole-marsh, by Mr. William Thorn, one of the directors, on the 5th inst.——An officer of the Bengal native infantry, at present in this country, has, during the past week, addressed the editor of *The Times*, on the subject of Indian railways, and the tedious and expensive mode of transit now in existence between Calcutta and Delhi. He says: "The most expeditious mode of travelling in India is by "dak," which means post in palanquin, the average rate being about four miles per hour. The distance from Calcutta to Delhi is rather more than 900 miles, and consequently, even by incessant day and night travelling, could not be completed under 10 or 11 days; and that, too, at an expense of certainly not less than 100*l.* But what most probably will startle even you, Sir, accustomed as you must be to the marvellous, and will appear ridiculously incredible—this journey could not possibly be accomplished by one solitary traveller without employing a less number than 2,400 palanquin-bearers!" With such facts before us, we can easily comprehend the intense interest, apart from pecuniary gain, that our Indian brethren take in the all-engrossing subject of railway transit.——On the 19th inst. the section of the Whitehaven Junction, from Workington to Maryport, six miles in extent, was opened for general traffic, thus furnishing a continuous route between Workington and Carlisle.——Considerable alarm has been felt within the last few days for the safety of other parts of the Rouen and Havre line besides that to which we referred last week. The *Courrier Français* states, that several cracks have been perceived in the arch of the tunnel near Harfleur, that all traffic has been stopped, and substantial repairs commenced. It is also said, that some large fissures are visible in the Harfleur viaduct.——On Wednesday last the English shareholders of the Orleans and Vierzon line presented Mr. Mathew Uzielli with a testimonial of their sense of his zeal and ability, in bringing to a successful issue the difficult negotiations he had to conduct in Paris, relative to the concession of this railway. It consists of a massive silver candelabrum and plateau, weighing about 1,000 ounces. Round the pedestal of the candelabrum stand three figures, modelled from the design of Baily, R.A., and representing France and England united by commerce, as emblematical of the union of the two countries in the formation of companies for the construction of French railways.

GAS.

SIR,—I am glad to see that my letters have drawn some attention to the subject of gas and gas-meters.

With reference to your correspondent J. A. E. I stated in a former letter, that the supplying of gas only by meter would compel the companies to manufacture gas of a higher illuminating power than they do at present, and I am justified in making this assertion from the fact, that wherever gas is so sold, the companies do manufacture good gas as they find it to their interest to do so, to make up for the lessening of their rental, by the introduction of gas into private houses, and which cannot be done to any extent under the present system. The smallness of the illuminating power requires a greater quantity of gas and in consequence a larger flame to give the requisite light, and thus the products of combustion are increased, and all gilt-work, paintings, or decorations are sure to be destroyed thereby, and once open the eyes of the consumers to the fact, that their meter will travel faster with bad or weak gas, and they will compel the companies to supply gas of a proper quality. The specific gravity of gas made from Cannel coal, is ·735 of that from Newcastle or Coking coal, only ·397, and the illuminating power is in the same proportion, and it clearly shews, that where the meter only is used, *the one is only half the cost of the other though the price charged per* 1,000 *cubic feet may be the same.* The meter acts, in fact, as an indicator of the quality of the gas passing through it.

The London gas contains a very small proportion of carboo, and which accounts for its want of specific gravity; and this is solely owing to the excessive baking of the coal, which makes good coke and a large quantity of carburetted hydrogen gas. In London, the coal is allowed to remain in the retorts from six to eight hours, whilst in Liverpool, the time never exceeds four hours; as it is found that after that time all the gas that is made, merely serves to deteriorate its quality to a great extent; and it is to the shortness of the charge, combined with the nature of the coal, that the coke in Liverpool is inferior, and not as stated by "J. A. E.," from its having been exhausted in the retorts—*the reverse is the case.* The London companies state, that the coke pays them for the coal used in carbonizing; *if this is true*, they have no right to use the argument that the high price of gas in London arises from the greater cost of coal. How can that be, when, according to their shewing, the coal costs them nothing. I would suggest, that they should adopt the title of "Light Gas, and Coke Companies," as a mark of distinction from those who are only what they profess, "gas companies."

I would not wish to reduce the fair profits of any company, but I do think that the consumer should not be made to pay for the excessive expenditure, ignorance, and carelessness of the existing companies. The expenses of carrying on the business of gas lighting, is very little less in Liverpool than what it is in London, the difference being in the management, and for which they only ought to suffer. The remedy is simple, and would be effectual. Let the consumers demand to be supplied with gas of a certain illuminating power, and by meter only, and the result will be, as I have before stated, of the greatest advantage to all parties.—I am, Sir, &c., CARBON.

Jan. 24, 1846.

FORGED TRADE MARKS.

A WELL-KNOWN manufacturer has drawn our attention to the practice of unprincipled makers affixing to inferior goods, the names or marks of other makers who have reputation for articles of a superior quality, and whose marks are considered by purchasers as guarantees for the superiority of all goods bearing such distinctions. The known manufacturer, often after a large outlay of capital and many years of labour, is thus robbed both of his profit and good name, and the purchaser is defrauded by having a bad, and, in many cases, a worthless thing foisted upon him. It is notorious that this fraudulent system prevails extensively in the manufacturing districts; and, unfortunately, there is no law which adequately meets the case, and by which the public as well as the manufacturer is protected.

He suggests that manufacturers generally are entitled to the same protection and remedy, which have been provided by the legislature on behalf of the staple trade of Sheffield. Some years since a practice prevailed in the town of Sheffield of making knives and other articles of cutlery of common cast-iron, and by a chemical process in finishing, they were made so as strictly to resemble the genuine articles formed of forged steel. Large quantities of these spurious things were exported to foreign markets, and the consequence was that, the evil resulting to the honest cutlers being very great, the matter was taken up by the legislature, and an Act of Parliament to remedy the evil received the royal assent in the year 1819. Our correspondent asks that, the principle recognised here, and the easy remedy granted, may be applied in securing both manufacturers and purchasers of other goods from being cheated. A simple, speedy, and inexpensive process, administered with strict justice, would stop the evil, preserve to honest men their just profit and their good name, protect the public from imposition, and establish confidence in the quality of British manufactures abroad.

We fully agree with him in the importance of the matter, and reiterate a hope that this remedy will be attempted.

SUDDEN DEATH OF MR. WINSLAND.—Mr. Nicholas Winsland, of the firm of Winsland and Holland, builders, Duke-street, Bloomsbury, died suddenly at his counting-house, on Wednesday week. The deceased was 56 years of age.

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